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TUESDAY, APRIL 4, 1905.

For Greater Richmond.

The Council has decided to postpone un-
til Friday night action on the report of
the Committee on Charter, Ordinance and
Reform, relating to extension of the city
boundaries. It is well enough to take
plenty of time, but in the end the report
of the committee should be adopted. The
committee has given the subject thorough
investigation, and on the final show down
only two members voted in the negative.
The sentiment in the city is overwhelm-
ingly in favor of greater expansion. If
there is any material opposition it has
not developed in any of the public meet-
ings that have been held, or in the public
print.

In view of all this, in view of the man-
ifest demands of the case, we do not see
how the Council can fail to adopt the
lines substantially as drawn by the com-
mittee, but the advocates of greater ex-
pansion should take no chances. They
should make it their business to see as
many members of the Council as possible
between this and Friday and let their
views be known.

All together and altogether for Greater
Richmond.

Regulation of Railroad Rates.

The Boston Transcript of last Saturday
published a page article from President
Arthur T. Hadley, of Yale University,
on railroad regulation. It is one of the
most complete presentations of the sub-
ject that we have seen from any source,
and it may be said just here that Presi-
dent Hadley is not a novice in the dis-
cussion of this subject. He is author of a
work entitled, "Railroad Transportation,
Its History and Laws," and has also
contributed to railroad journals many
articles which have taken a high stand
in that field of literature.

In his Boston article, President Hadley
presents both sides of the case—the
case of the people and the case of the
railroads, and says that there is enough
evil in the management of railroads to
make it worth while to study carefully
any measure that promises relief or im-
provement, and there is enough good to
make it wise to reject unhesitatingly the
argument of those who wish to have
Congress enact laws without such scruti-
ny. It is manifest from this that while
President Hadley believes that regulation
is necessary, he is opposed to a law
which shall give the Interstate Commerce
Commission power to fix rates. "The
power to make rates for the traffic of
the United States," says he, "is too vast
a thing to be handled by the machinery
of the Interstate Commerce Commission,
even if the power and expense of that
machinery were considerably increased.
The initiation of a successful rate policy
must come from the owner, not from
somebody else who tries to control the
action of the owner." Mr. Hadley has
given this subject thorough investigation,
and does not know a single instance of
successful rate making by a government
which attempted to control roads that
somebody else operated. In assigning
a reason for this, he says that all busi-
ness has an experimental character; that
a corporation expending hundreds of
thousands of dollars to study traffic con-
dition all over its territory can make a
large number of experiments for itself,
some of which will fail and others suc-
ceed. It has in its power to stop the
failures and pursue the successes. But
if somebody else, spending only a small
fraction of that amount of money in the
investigation of that particular territory,
is making a schedule for it, there is
less freedom to make experiments. If
the rates turn out to be too low, it
amounts to confiscation.

"The only alternative," says he, "is
to leave them too high—so high as to be
ineffective. This is what, with the rare
exceptions, has happened in France and
in England—namely, even in Germany
at the time when a large number of the
German roads were owned by private
companies. If we put our rate-making
power into the hands of the Interstate
Commerce Commission, we might pos-
sibly have a more even schedule than we
have at present. But if the schedules
were whored out, it would unquestionably
mean much higher rates and smaller
volume of traffic than we now enjoy; and
if it were not adhered to, the evils of
the discriminations which all men who
have studied the subject regard as the
most serious evil connected with railroad
rates would tend not to diminish, but
to increase."

Mr. Hadley's Plan.

In conclusion, Mr. Hadley suggests a
plan which he thinks would be better
than the present system and better than
any which has been proposed. He sug-
gests a new code somewhat on the line
proposed by the Townsend committee in
1898.

Authority with the Federal Circuit Court of
Appeal; to which after brief preliminary
hearing in the lower court, all railroad
cases, from whatever district originating,
could be referred.

"Such a procedure," says he, "is, of
course, somewhat of an innovation in our
American judicial system. The court of
claims, which furnishes a national ap-
peal, parallel, really, stands on quite a
different footing. But looking at the mat-
ter from a layman's point of view, it does
not seem as though any of the obstacles
were insuperable; and if such a court
could once be established, the homogeneity
and positive force in our Federal railroad
law would be greatly increased. With
such a court to exercise the judicial func-
tions now assumed by the Interstate Com-
merce Commission, the character of that
commission would naturally be changed.
It should consist, not of lawyers, but of
railroad experts, and it should be charged
with the duty of furnishing technical
assistance to the new court in determining
obscure and complex matters of fact.
When an individual sues a railroad on a
difficult question of rate and damage,
the railroad always has an advantage in
being able to know more facts than the
complainant can ascertain. The assump-
tion of equality of information which holds
good in ordinary matters of litigation,
hardly seems to apply in this case. The
need of some expert authority which can
represent the court, as distinct from either
of the contending parties, becomes very
great. Such a technical commission should,
I think, include three men who were
trained in the traffic department of the
railroad service, one in the operating de-
partment, and one in the legal depart-
ment. It would not be necessary or even
desirable to include a representative of
the shippers or a representative of the
legal department of railroads. The pres-
ence of such men on the commission
would simply enable the public to see for
which it was intended—the purpose of
ascertaining facts needed by the court
as a basis for its decision. The court
itself would be competent to furnish the
justice and the law."

This plan is worthy of consideration,
coming as it does from a man of Mr.
Hadley's abilities and expert knowledge.
No sane man wishes to injure the rail-
roads; they are the greatest of all fac-
tors in developing the country and they
are in themselves great industries, giving
employment to a great army of work-
men. Incidentally they contribute enorm-
ously toward many other industries, not-
ably the iron industries, the car shops
and the like, and any legislation which
would seriously injure the railroad would
seriously injure the whole country. On
the other hand the railroads themselves
have enormous power; they have the
power to build up one community at the
expense of another, to discriminate for
or against this business enterprise, and
that, and the government is under obliga-
tion to see that the great fundamental
Democratic principle of equal opportunity
to all is not infringed upon by the
railroads. That much is de-
manded by the people, but the government
must be careful in attempting to correct
one evil not to make a worse evil and
the absolute power of making rates for
the railroads should not be conferred
upon the Interstate Commission until less
radical and less dangerous plans have
been tried.

Chicago's Election To-day.

While Richmond has been agitating the
question of expansion, the citizens of
Chicago have been agitating the question
of municipal ownership of street car
lines and other public utilities. The
Chicago campaign came to a close on
Saturday night, and the election will be
held place to-day. The candidates for
Mayor are John Maynard Harlan, son
of Justice Harlan, of the United States
Supreme Court, Republican, and Judge
Edward F. Dunne, of the Cook county
Circuit Court, Democrat. Sentiment is
much mixed, however, and it is probable
that in many cases party lines will be
ignored. Chicago has for years been a
hotbed of Socialism, and Mr. Altgeld, who
ran for mayor as an independent candi-
date four or five years ago, polled
50,000 votes on a platform of municipal
ownership. In 1902 public sentiment was
tested by a special referendum, and by
a vote of 135,644 to 25,987 the voters de-
clared in favor of a municipal traction.
In the following year another referendum
gave a majority of 123,000 in support of
a measure known as the Mueller en-
abling act, which provided for the pur-
chase by the city of unexpired franchises
and street railway property.

That was hardly a fair test of senti-
ment, because the people were voting
on a question of theory and not of prac-
tice. This time, however, the test will
be between those who believe in the im-
mediate purchase by the city of all the
street car lines. Indeed, the main issue
between the two candidates is that of
immediate purchase or postponement.
Mr. Harlan agrees that municipal own-
ership must eventually come, but he favors
a waiting policy, and would grant the
corporations a new short-term franchise
in favor of the ninety-nine-year fran-
chises now held by them.

Judge Dunne, however, is in favor of
immediate action, and wants the city to
buy out the visible property of the com-
panies at once, either by voluntary re-
negotiation or by condemnation proceed-
ings, that the city may take entire con-
trol of the street car lines at the earliest
possible moment.

It would appear from the test vote
taken on the two occasions above re-
ferred to that a great majority of the
people are in favor of Judge Dunne's
plan, but there is a difference between
voting for theory and voting for prac-
tice, and it will be determined in the
election to-day whether or not the voters
have the courage of their convictions.

Democracy is as far removed from Com-
munism as the east is from the west,
and yet in a civilized government there
must be more or less of socialistic prac-
tice. This is particularly true of munici-
palities where the streets, the public
buildings, the parks, the public schools,
the drainage system, and in some cases,
the water works and gas works are
owned by the corporation and operated
for the general good. It has been dem-
onstrated that such municipal ownership
is wise, and if it be wise for the city to
own its gas works and water works, it
would seem equally wise for it to own
its street car lines and even the tele-
phone system. But when it comes to
operation, that is another matter. We
believe that in most cases of this char-
acter the best results are to be obtained
under a policy of municipal ownership,

but actual operation of the utilities under
lease to individuals or private corpora-
tions. In this way the city controls the
situation and gets all the benefits to be
derived, but is relieved of the burden
of carrying on such extensive operation,
and of the danger of the political patron-
age involved.

Reasons for a Separate Primary.

About the only real argument that has
been employed against the holding of a
separate primary for the nomination of
local candidates in the forthcoming con-
test is that it would entail additional
cost and additional trouble. As for the
cost, that will be borne by the local can-
didates, and our information is that every
one of them desires a separate primary;
as for the trouble to the voters it would
be a matter of a few moments time, and
we doubt if any considerable number of
citizens would raise objection on that
account.

Now for a few arguments in favor of a
strictly local primary. We are to nominate
this year candidates for Senate, House of
Delegates, Commonwealth's Attorney, city
treasurer, city auditor, sheriff, city clerk,
high constable, city collector clerk of
the Hustings Court, clerk of the Chan-
cery Court, clerk of the Law and Equity
Court, commissioner of revenue, three
justices of the peace and five members
of the City Democratic Committee.

The Democratic party of the State will
nominate a candidate for the United
States Senate, a candidate for Governor,
another for Lieutenant-Governor, another
for attorney-general, another for treas-
urer, another for superintendent of public
instruction and another for commissioner
of agriculture.

It will be a memorable contest. There
are two candidates for the nomination
for United States senator and three for
Governor, all prominent and popular men,
and all the devices known to expert
politicians will be employed in favor of one
candidate or the other. Why then should
we mix our local primary with this im-
portant and far-reaching State contest?

What is to be gained by having a single
primary for both State and local contests?
If we were going to nominate a Mayor
and members of the City Council, no
question whatever of the wisdom and ex-
pediency of having these contests held
separate would be raised. But every argu-
ment in that connection applies with only
a little less force in the present instance.
We should, as a matter of principle, keep
our local contests separate and distinct
from State and national politics and in-
volved as little as possible in outside com-
plications and entanglements. Richmond
is a community unto itself and as far
as possible should settle all its own local
affairs in its own way and without any
sort of outside influence.

As for the pledge to be required of
voters that is a matter which has been
unnecessarily dragged into the discussion,
but as it has been raised we have con-
tended and still contend that it is in the
interest of local government and alto-
gether right as well as expedient that
in local primaries those who are per-
mitted under the rules to vote should
not be pledged beyond the nominees of
that primary.

There is no argument against the sepa-
rate primary; there are several substan-
tial arguments in its favor, and we hope
the City Committee will be governed by
them in reaching a conclusion at its next
meeting. The local tax question is a
subject which has been agitated for many
years, and it is not surprising that it
should be a subject of local interest. The
present situation is such that the burden
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President Roosevelt has started on a
tour through the West and Southwest,
and it has no "political significance," as
he will certainly not be running for office
again for three years to come. The Presi-
dent goes out to meet the people and to
hunt bears. We hope that his trip will
be agreeable to all except the bears.
It is good for the President of the nation
to swing around the country and meet
the men who make the nation. It is in good
Democratic form, and Mr. Roosevelt is
very much of a Democrat.

The campaign opened in good earnest
at Spotsylvania Courthouse yesterday,
and several of the candidates gave a
good account of themselves. Governor
Montague, who is opposing Senator Mar-
tin, made a plain speech and gave the
senator to understand that he proposes
to make an aggressive fight.

Let the fun go on. It is an interesting
fight, and the people will enjoy it. It is
a battle of giants, and there will be heavy
blows. But it is a fight between gentle-
men, and there will be no mud flinging.
Your copy of the Times-Dispatch is
sent you much more than usual. But it
was General Zachary Taylor, after-
wards President, who was the "out and
about" of the battle of Buena Vista. He
was in memory of the gallant Gen-
eral Taylor, who fell at the battle of Buena
Vista—among them his father's son, and
whose grief thrilled the whole State.

It was General Taylor's reply to Santa
Anna's surrender to General Taylor, who
never surrendered, that elected him Presi-
dent. It was at the battle of Buena Vista
that General Taylor, in command of the
Mississippians, rushed into the breach
when defeat seemed imminent, and by
his gallantry and determination saved
the day. It was after this battle had
been won most gloriously, that General
Taylor sent for Mr. Davis, whom he had
never seen since the marriage of his
daughter, Knox Taylor, to young Davis.
She died within a few months of yellow
fever. As Mrs. Davis entered the tent,
General Taylor rose, shook hands with
him warmly, and said: "I must permit
you to look me over, for my daughter
was a better judge of men than I
myself." They were warm friends from
that day.

AN OLD KENTUCKIAN.

New York, March 19, 1905.

There is no better remedy for TUPP'S
LIVER PILLS than a trial will prove.

Take No Substitute.

FOR TORPID LIVER.

A torpid liver deranges the whole
system, and produces

SICK HEADACHE, Rheu-
matism, Costiveness, Rheu-
matism, Sallow Skin and Piles.

There is no better remedy for TUPP'S
LIVER PILLS than a trial will prove.

Take No Substitute.



Antico Arrow
Quiver Size
15 CENTS EACH; 2 FOR 25 CENTS
CLUETT, PEABODY & CO.,
MAKERS OF CLUETT AND BURNING MATCHES

The cafe set up a claim. The court de-
cided, however, that the pearl belonged to
neither the woman nor the landlord, but
to the escort, who paid for the oyster.
That is encouraging to young men who
like to be gallant and liberal to their
lady friends, and it is a pity that nine
pearls do not turn in ice cream and bon-
bons.

After all, the main charge of the Equi-
table directors appears to be only that
Hyde is dressed according to the French
method.

The Emperors of both sides in the
Russo-Jap conflict seem to be getting the
credit, and both are 'way back in the
rear.

The new developments in the Nan Pat-
erson case are well calculated to in-
crease the sale of Nan's forthcoming
book.

If Peary should find the north pole,
what will he do with it? Sell it to a
barber, perhaps.

The blowing up of the Maine is yet a
mystery, notwithstanding recent alleged
confessions.

Cool nights mightily lighten the man
who has fruit trees in bloom just now.

Annexation is an issue of to-day. The
primary election comes on later.

An Open Letter.

Dear Sir:—I am in full sympathy with
the action of the State Board of Educa-
tion in primary education, and think your
Richmond address will be productive of
good to the cause. You strike the key-
note when you say that more money
will be required to carry out these re-
forms. You said it must be raised by in-
creasing the tax on real estate. That is
practicable in Virginia? Permit me to
call your attention and, through you, the
attention of the following comparison,
which applies with equal force to many
other sections of Virginia. Standing on
the heights of Lynchburg, one looks over
a thriving and wealthy city. Its assessed
valuation (Auditor's report) is \$1,232,000.
It has a school population of 6,785 (Repor-
t, 1902-3). It expends for pub-
lic education \$63,638.38, or \$9.35 per capita
per annum. Its school term is 10 months.
The average pay of its teachers is \$2.91
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rate primary; there are several substan-
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present situation is such that the burden
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QUERIES ANDANSWERS

Pronunciation.

Editor of The Times-Dispatch:
Sir:—Will you kindly give in your next
Sunday's issue the correct pronunciation
of the name of the composer, Beethoven?
SUBSCRIBER.

Be-to-ven-accant on the first.

Declaration of Independence.

Editor of The Times-Dispatch:
Sir:—Will you please answer in your
Query Column who wrote the Declaration
of Independence? Was Thomas Jefferson
the main one who wrote it?

A READER.

Thomas Jefferson wrote the Declaration
of Independence.

An Old Song.

Editor of The Times-Dispatch:
Sir:—There is an old song that I used
to hear my father sing many years ago
and I would be much obliged if you
would try and secure a copy of it
and publish it in your column next Sun-
day morning if possible. As well as I re-
member it starts something like this:

Let the farmer praise his ground,
And the huntsman praise his hound;
The shepherd his dew-scented lawn,
While I, more blest than they,
Spend each happy night and day,
With my smiling little krune skeene lorn,
lorn, lorn,
With my smiling little krune skeene lorn.

I am not certain about the spelling of
the "krune skeene lorn," but that is about
the phonetics of it.

CONSTANT READER.

How to Win Her.

Editor of The Times-Dispatch:
Sir:—I notice in your edition of Thurs-
day a "Reader" desires to know what he
must do to win the affections of the lady
he loves. Am a comparatively young man,
but have graduated from that best
of teachers—experience—and know where-
fore the highest ambition is to win the lady
he loves. I am not a philosopher, but I
am a realist, and I know that she does
not wish to hear you say so, you can
very readily find this out by telling her
of the name of the composer, Beethoven?

Editor of The Times-Dispatch:
Sir:—Please give the Ohio (if possible)
law on what is the charge made by a
notary public or justice of the peace in
taking deposition of a witness in a case
to be tried in another State, and then
who pays and in what manner is it done,
and oblige.